Amendments of the Claims:

A detailed listing of all claims in the application is presented below. This listing of claims will replace all prior versions, and listings, of claims in the application. All claims being currently amended are submitted with markings to indicate the changes that have been made relative to immediate prior version of the claims. The changes in any amended claim are being shown by strikethrough (for deleted matter) or underlined (for added matter).

1. (Previously Amended) A compression-type chain for transmission of power from a driving sprocket having teeth to a driven sprocket having teeth, comprising:

a) a plurality of sprocket-engaging blocks (4) having a body with a sides and a thickness therebetween, an upper surface, and teeth opposite the upper surface, adapted to engage with the teeth of the driving sprocket and the teeth of the driven sprocket;

b) a plurality of guide links (5), each guide link having a body with a thickness, a top surface, a bottom surface, a leading end and a trailing end, dimensioned such that when the guide links are aligned in a straight line between the driving sprocket and the driven sprocket, the leading end of a guide link contacts the trailing end of an adjoining link;

each guide link being movably fastened in pairs on opposite sides of the sprocket-engaging blocks to two adjoining sprocket-engaging blocks, forming a continuous chain;

the guide links further being dimensioned so that when the guide links and sprocket-engaging blocks are assembled, the top surfaces of the guide links project further than the top surfaces of the sprocket-engaging blocks, forming rails defining a trough therebetween; and

c) a retaining band (10) running around the chain in the trough, contacting the upper surface of the sprocket engaging blocks;

so that when the chain is engaged with the driven sprocket and the driving sprocket, and rotational force is applied to the driven sprocket, the force is transferred by the teeth of the driving sprocket to the sprocket-engaging blocks engaged with the driving sprocket, then to the guide links fastened to the sprocket-engaging blocks, and the leading end of each guide link between the driving sprocket and the driven sprocket transfers force to the trailing end of the next guide link, until the force is transferred to the sprocket-engaging blocks engaged with the driven sprocket, and thence as a rotational force to the driven sprocket.

2. (Original) The chain of claim 1, in which the guide links are fastened together around the sprocket-engaging blocks by pins running through holes in the guide links and the sprocket-engaging blocks.

3. (Original) The chain of claim 1, further comprising a plurality of pins running between the pairs of guide links in the trough, retaining the band therein.

4. (Original) The chain of claim 1, in which the retaining band comprises a plurality of laminations of steel band.

5. (Original) The chain of claim 1, in which the retaining band is made of a polymer.

6. (Original) The chain of claim 1, in which the leading end and trailing end of the guide links are substantially flat.

7. (Original) The chain of claim 1, in which the guide link comprises a tapered area forming a lower part of the leading end and trailing end, to provide clearance as the chain wraps around the sprockets.

adapted to engage with the teeth of the driving sprocket **and** the teeth of the driven sprocket;

"b) a plurality of guide links (5), each guide link having a body with a thickness, a top surface, a bottom surface, a leading end and a trailing end, dimensioned such that when the guide links are aligned in a straight line between the driving sprocket and the driven sprocket...

...

"so that when the chain is engaged with the driven sprocket **and** the driving sprocket, and rotational force is applied to the driven sprocket, the force is transferred by the teeth of the driving sprocket to the sprocket-engaging blocks engaged with the driving sprocket, then to the guide links fastened to the sprocket-engaging blocks, and the leading end of each guide link between the driving sprocket and the driven sprocket transfers force to the trailing end of the next guide link, until the force is transferred to the sprocket-engaging blocks engaged with the driven sprocket, and thence as a rotational force to the driven sprocket."

Nagin does not disclose or teach the use of both "a driving sprocket and a driven sprocket to transfer rotational force applied to the driven sprocket to the teeth of the driving sprocket," or that the links are "aligned in a straight line between the driving sprocket and the driven sprocket."- because there is no driven sprocket. Rather in Nagin's Figure 3, there are **two** chains 1a and 1b driven by two individual sprockets 13' which "rotate **simultaneously in opposite directions**." The two chains 1a and 1b are arranged in parallel and are not connected to each other.

There is no teaching or suggestion in either McIntosh or Nagin to combine elements of an endless chain with a linear actuator or elements of a linear actuator with an endless chain. The two are significantly different and would be like trying to combine apples with oranges.

Therefore, it is respectfully suggested that the rejection of independent claim 1 as being anticipated by McIntosh (USPN 4,404,676) in view of Nagin (USPN 3,672,237) is overcome. Dependent claims 2, 5, 6, and 7, being dependent upon and further limiting independent claim 1,